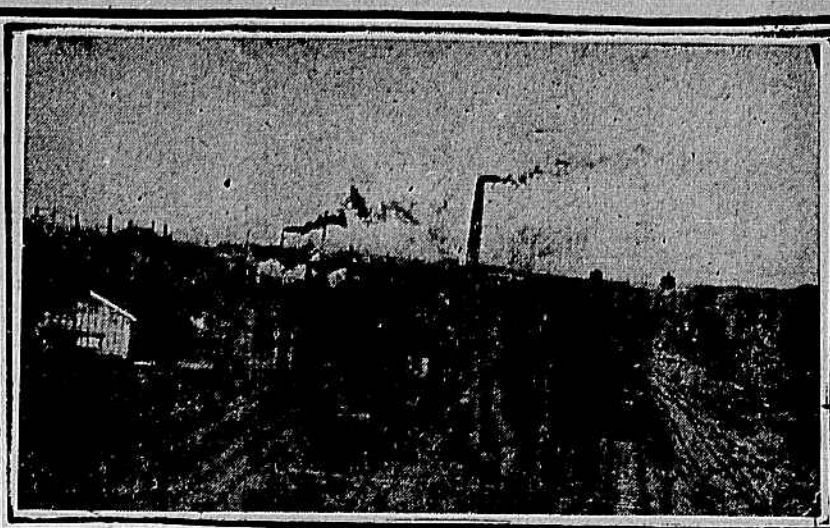


Manchurian Railway; How Japanese Are Improving the Southern End of the Trans-Siberian System



The Chinese drive the droshkies left by the Russians.



Terminus of the South Manchurian Railway at Daini.

BY FRANK G. CARPENTER.

Daini, Manchuria, 1909. I am at the southern terminal of the Trans-Siberian Railroad. The trains, starting here, go northward through Manchuria to the main line at Harbin, and thence on via Moscow to St. Petersburg. The railroad journey is the longest of the world. It covers about 6,000 miles, and is made in comfortable cars. The South Manchurian line was opened in 1903, just about a year before the war between Russia and Japan began. It was closed for a time, but since then the service has grown better and better. To-day one can go from Daini to Moscow in about eleven days, and the distance to London can be covered in less than two weeks. There are fast steamers running from here to Shanghai, and the road has brought that city and Nagasaki within sixteen days of London.

On the South Manchurian Railway. During my stay in Manchuria I have taken a number of trips over the southern end of this railroad system. It has been greatly improved by the Japanese, and I doubt there is another road so good in East Asia. The tracks and cars are far better than those of Japan, and they compare well with the best railways of America.

And why not? They are almost altogether American. When the Japanese rebuilt the system after the war, they standardized it, and put new American rolling stock upon the whole line. They bought 50,000 tons of steel rails and 7,500 tons of bridge materials. They purchased also over 200 American locomotives, seventy-two first and second class cars, and also 1,000 or 2,000 box cars, flat cars, gondola cars and cabooses.

During the past few months a number of our modern sleepers have been added. In going to Mukden the other day I rode in an up-to-date Pullman, which had been sent out here knocked-down, and was put together at Daini. The car was lighted with incandescent electric globes, made in Cleveland, Ohio, and every berth had its individual



American cars just in from Siberia. Japanese conductor. The waiters are pretty Japanese girls, clad in kimono and long white aprons.



light. It was cooled by electric fans from the same establishment. Our engine was from the American Locomotive Works, at Richmond, and it hauled us over rails made by the United States Steel Trust. The car had a reading room, with the latest Asiatic papers

I wish you could see how clean the Japanese keep these new Pullmans. They dust them inside and out at almost every stop. They even wipe off the wheels and rub up the brasses again and again during each trip, treating the cars like so many new babies brought out for display. The road from Daini to Mukden is now being double tracked, and the new line will be substantially built.

Railroad Building in Manchuria. The Japanese are good railroad constructors. They are putting up magnificent bridges with the finest of stone work abutments, and are finishing them with steel work made in America. The roads are ballasted with quartz and other hard rock, broken into pieces the size of a sugar lump. All along the line from Port Arthur northward quantities of this ballast are to be seen. It is corded up into mounds and rectangular piles, carefully smoothed over. The piles are painted at the corners, and they have their numbers in white paint on top, and so arranged that if any of the stone should be stolen, it could be detected. This stone is broken by the Manchurian Chinese. They cover the faces of the hills like blue and hammer the rocks into pieces. They break them up at some distance from the road and carry them down in baskets slung to poles which rest on their shoulders. The earth for the embankment is transported in the same way. There are no scoops and steam shovels, and Chinese cheap labor seems to serve quite as well. The stations are well made, with platforms and stone facings; and all the improvements seem built to stay.

Around the World in 80 Days. When Jules Verne wrote his story, "Around the World in Eighty Days," it appealed to the imagination as the most visionary of impossible voyages. It was like the remark of Puck, the fairy, when he said he would put a giraffe round the earth in forty minutes. Both of these facts have been more than accomplished. By the telegraph and cable, we can outdistance Puck, and by making use of the Trans-Siberian and South Manchurian Railways can cut the time of Puck's feat down more than one-half. The trip around the world has been made in forty days; and by the latest time tables just instituted on this part of the Trans-Siberian system, it can be done in thirty-eight days. I take you on a thirty-eight-day trip around the world. We shall start in the Pullman sleeper here in Daini at 8 A. M. Monday morning. On Tuesday we find ourselves at Harbin, and go east on the international train of luxury for Moscow. We reach there in eleven days and twenty-one hours, after starting, and take another sleeper across Europe for Calais and London. We are there inside fourteen days, or just two weeks from the time we set foot on the train. Allowing six days for crossing the Atlantic we reach New York in twenty days. Five more takes us to Seattle or Vancouver, and from there a ten-day voyage on a fast express steamer will bring us to Yokohama, Japan. We can cross the island of Honshu to Shimoda, by rail, in twenty-four hours, and then take a steamer which in two days will take us back to Daini, our starting point. In every part of this trip we have had as good meals as at a first-class American hotel, and we are as safe as in any American steamer or railroad. You can now go from Pekin to London in one more day than from Daini to London, and the comforts are equally great. The Pullmans traverse the province of Pechili and cut through the great Chinese wall where it runs down into the sea at Shanhaiwan, then they cross Manchuria to Mukden, where connection is made with the South Manchurian system.

The first-class fare from Mukden to Pekin is under \$15, and from Daini to Shanghai by steamer it is just \$20. The fare to Moscow is \$142, including the sleeping berth, and the meals on the diner are from 62 cents to \$1, with very low a la carte rates. One can have a full dinner at a fixed price of five orders for portions at the following rates: Soup, 12 cents; fried fish and potatoes, 13 cents; beefsteak, 10 cents; chicken, 12 cents; oysters, 12 cents; and curry and rice the same. Sauté costs only 10 cents, bread and butter 5 cents, and tea, coffee and chocolate may be had at a nickel a cup. I give these prices that they may be compared with the extor-

tionary charges of our American diners.

A City of Mansions. If you could lift up 112 of the finest villas on the outskirts of a European city, gardens and all, and drop them down on the shore of a hill overlooking a beautiful harbor, you would have one section of Daini. This famous city of the East, built by the Russians at the southern end of the Trans-Siberian system, is more like Europe than Asia. The administration section, devoted to the railway officials, is made up of magnificent dwellings of brick and stone, running along wide streets, each surrounded by a beautiful garden. There is no Asiatic architecture in this part of the city, and as one drives through it he cannot realize that he is in the wilds of Manchuria. The streets are as clean as the boulevards of Paris, they are lighted by electricity, and the houses are all large and modern, with a uniform style.

There is an administration building, with scores of offices; a Greek church, which will accommodate more than 1,000, and a hot water bath, which is one of the best of the Far East. This hotel is now managed by the South Manchurian Railway, and it is comfortable throughout. The rooms are heated by great Russian stoves, built into the walls, and double windows aid to keep out the place and the cold. There are French waiters, but the waiters are pretty Japanese girls, clad in kimono and long white aprons. Japanese horses take the place of our chambermaids, and the service is good. The native manager has spent seven years in the United States, and he speaks English well.

The New Daini. Indeed, Daini is becoming a new city under the rule of the Mikado. The Russians spent something like \$20,000,000 in dredging the harbor, in putting up granite docks, and in putting up magnificent buildings for their offices and homes. When the war closed a large part of the city had been destroyed, and the harbor was a mass of mud. The Japanese have carried away the doors and windows and had even tried to steal the Russian stoves. In the residence section the most of these damages have since been repaired, and a new town is rising between the place and the harbor. There are fifteen brickyard now making building materials, and hundreds of Manchurian masons and carpenters are working away.

Daini lies right on the harbor, running up a slope which is backed by hills 800 feet high. It goes around the base of its streets being laid out along the lines of two or three spider webs. In this it is somewhat like Washington or Paris, the centers of the web forming circles. The circles are usually on high ground and the streets run from them to the water, cutting each other at all sorts of angles. On these circles the best of the new buildings are being located. Central circles have the post office, the Yokohama Specie Bank, the Civil Administration building, and other fine structures. The British consulate has rented some land on this circle, and our American consul has also secured a place which, under Uncle Sam's new policy of owning his consulate in the Far East, may form the site of an American building. The matter has been submitted to the State Department, but has not yet been acted upon. No better location could be selected. This is the Nicholas circle of the Russian plan. The main circle, resting on the best sites of the city.

This circle is in what is known as the New Town. The magnificent residential section which I have already described lies farther inland, over a great railroad cutting, which is now crossed by a fine stone bridge, reminding one somewhat of the new \$1,000,000 Connecticut Avenue Bridge across Rock Creek in Washington, although it is by no means so large. The New Town was originally composed of poor shacks, constructed by the Russians. There are being replaced by substantial houses and stores, all built upon the Russian plan.

The Japanese Official. The Japanese official tell me that the doors of trade are wide open to all Manchuria. They have followed the Russian example in that the town is a free port, and they expect to make it a great business city. They have one of the finest harbors on the Western Pacific. It is free from ice the year round, and ships drawing thirty feet can enter at low tide. They can land at the immense docks and piers and unload their freight directly into the cars. The harbor has granite wharves, with vertical faces of twenty-eight feet depth at low water. These wharves are more than a half-mile long, and there are others almost a mile long, accommodating ships up to drafts of twenty-two feet. The narrowest of the wharves are about 400 feet wide, and they expect to make it upon them. The wharves are lighted by gas buoys. Steam cranes move on tracks up and down the wharves, and

there is a granite dry dock 380 feet long, with repair shops attached. The inner harbor is protected by a breakwater of stone and concrete more than 1,000 feet long, and rises ten feet above the highest tide water, and the deep water area inside it is 500 acres. During the war the breakwater was partially blown up, but it is now being repaired. It is made of blocks of stone and cement, some of which weigh fifty tons.

The People of Daini. The population of Daini is a queer mixture of Chinese, Japanese and foreigners. The Chinese or Manchurian natives are the most numerous. There are 40,000 of them, and they constitute the chief working force. They drive the droshkies, left by the Russians, they carry the bricks and dirt used in building, and they form the largest portion of the mechanics. They do the market gardening, and are everywhere, and are in evidence everywhere. They also have many stores and many rich men. There are Chinese policemen and some Chinese civil officials.

The People of Daini. Outside of this population of 55,000 of the Mongolian race, there are just fifty-six Europeans and Americans, composed chiefly of the consuls and their employees and a very few traders. There are, at all told, just three citizens of the United States. One of these is Roger S. Greene, our American consul. He is a young man, who was brought up in Japan, and who for a time was in charge of our consular offices at Nagasaki. Later on he went to Vladivostok from there was transferred to Daini. Mr. Greene speaks the Japanese language fluently, and he is a valuable man for this province. The other two Americans are the Rev. Mr. Winn and his wife. They are missionaries, who came here from Western Japan, where they had been doing work for more than twenty years. At the close of the war, when the Japanese took possession of Manchuria, some of the Christians among the officials requested the Winn to start a church at Daini. They did so, and the Japanese government not only leased them the ground on which the church stands, but subscribed about one-third of its building fund. The church is a fine structure in the heart of the city. It is not only supported by the Japanese, but they are carrying on considerable Christian mission work outside.

The greater part of the business of Daini is done by the Chinese. They have large stores and are engaged in the import and export trade. There are five or six Japanese bazaars, each of which contains a score or so of men and women merchants, who sit in little booths under one roof with their goods piled around them, or laid upon shelves at the back. There is a Japanese fac-

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tory and several large bookstores, some of which will compare favorably with any in a city of the United States of similar size.

What the Japanese Read. And just here I would like to tell you something about the book stores of the part of the world. The awakening of Asia has started the people to reading. There are big book stores in all the cities of Japan, and also in those of Korea and Manchuria. I have before me a list of the books taken out of some of the big libraries of Osaka during one month. The Osaka Library there were over 10,000 applications for books. Four thousand of these came from students, over 3,000 from business men, 2,000 from children and 800 from women.

During the same month the Tokyo Library, in Tokyo, 50,000 books were taken out; and the most of these related to literature, mathematics and medicine. The calls included something like 10,000 histories and biographies, 3,000 books on social and political economy, and 10,000 volumes on engineering and the industrial arts. The demands under literature and language probably include fiction, and the number of calls in this department was over 10,000. There are now in Tokyo 200 book-lending shops which require a deposit and charge from one-half to 1 cent per book per day, according to the value of the book and the time it is out. Many of the books called for are fiction, but—Buddhist philosophies, foreign travels and biographies, such as those of Lincoln, Garfield, and Roosevelt are in demand. Roosevelt's life is, I understand, very popular.

Among the books now most read by the young men of Japan are Samuel Smiles' "Self Help," and Marsden's "Success." Frances Hodgson Burnett's "Little Lord Fauntleroy" has been translated, as well as "The Scarlet Letter," "Treasure Island" and "The Men in a Boat." The Japanese read the best works in English, German and French. They have magazines on many subjects. I understand that an intellectual awakening of a somewhat similar nature is just beginning in China, and that the Celestials are now making translations of many well known European books.

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